

Memorandum

Date: April 18, 2013

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager

Subject: Miscellaneous Items

Grant Application for Arch Bridge Area Concept Planning

At the direction of the City Council, staff has prepared and submitted the attached application for Construction Excise Tax planning grant from Metro.

April 22 Citizens' Budget Committee and City Council Meeting

The Citizens Budget Committee will meet at 6:00 to receive the FY 2014-2015 Proposed Budget. We will be presenting an overview of the Budget and the types of challenges and decisions that we made when preparing it. The next meeting of the Citizens' Budget Committee is scheduled for April 29.

The Council meeting that evening is a work session for the Council to receive an update on the planning of the Blue heron property in West Linn. John Sonnen and Sara Javoronok will lead the presentation and we expect at least four members of our task force to be present and participate. Staff from Clackamas County Water Environment Services will also be in attendance in case the Council has any questions for them.

The Council should also discuss the process for replacing Judge Heather Karabeika who has been appointed by the Governor to the Circuit Court in Clackamas County. According to the Charter, the Council appoints an interim judge and the City must hold an election at the next available opportunity – which is in September. To run for this position, the candidate must reside in West Linn, although the Council's appointee does not have to meet that criterion.

This situation highlights a Charter concern. Because the election must take place in September, the City will likely have to pay about \$10,000. The election will also have very low turnout; probably significantly less than in November.

Does the Council wish to consider proposing a change to the Charter to allow for such an election to occur at the next available general or primary election – meaning in November or May?

If the Council does want to consider such a change, staff has developed a short list of other possible Charter amendments the Council may wish to consider related to the City Attorney;

utility rates; elected vs. appointed municipal judge; and prohibiting members of council from influencing personnel or contracting decisions. There may be other charter changes that councilors might like to consider also, but staff believed that as long as we are paying for a September election, perhaps we should include other ballot issues.

This can also be discussed Monday evening.

Attachment

Community Planning and Development Grant Cover Sheet

Check one:
☐ Letter of Intent
☒ Full Application

Project Name	Arch Bridge/Bolton Center	Applicant Organization	City of West Linn
Contact Name	Sara Javoronok	Address	22500 Salamo Road, West Linn, OR 97068
Phone	503-722-5512	Fax	503-656-4106
Email	sjavoronok@westlinnoregon.gov	Fed. Tax ID #	

Fiscal Agent Organization (if different from applicant) _____

Contact Name	_____	Address	_____
Phone	_____	Fax	_____
Email	_____		

Project Location Description (25 words or less)

The Arch Bridge/Bolton Center is located at the intersection of Highway 43 and Willamette Falls Drive in West Linn.

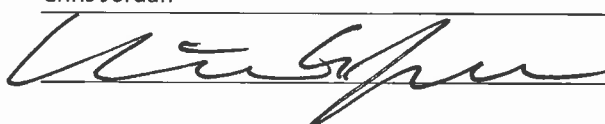
Project Summary (50 words or less)

The City requests funding for a master plan and financing strategy for the Arch Bridge/Bolton area, identified as a town center in the Metro 2040 Growth Concept, to guide redevelopment in the area, to maximize the potential of the area, complement plans for the redevelopment of the former Blue Heron mill across the river, and avoid independent actions that may foreclose preferred redevelopment options for the area.

Construction Excise Tax Grant funding request	\$ 220,000	If submitting more than one proposal, please rank this proposal in order of priority <input type="checkbox"/>	Metro Council District of Project	2
Total project cost	\$ 300,000			

We, the undersigned, attest that to the best of our knowledge the information in this application is true and that all signatories have authorization to submit this grant application to Metro's Construction Excise Tax Planning Grants Program.

Applicant

Organization Name City of West Linn
Printed Name Chris Jordan
Signature  Date 4/18/2013

Fiscal Agent

Organization Name _____
Printed Name _____
Signature _____ Date _____

To ensure complete letter of intent or full application, please see section 2 of the Grants Application Handbook for a complete list of necessary documents for submittal.



CITY OF West Linn

April 18, 2013

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Ms. Bennett:

Please accept the City of West Linn's attached application for the Metro Community Planning and Development CET grant. The City Council identified economic development as one of its six priorities for 2013 and has directed staff to initiate the Arch Bridge/Bolton Town Center project for which the grant funds are requested. The Council approved Resolution 2013-03 (Attachment 1) on April 8, 2013, authorizing staff to apply for the grant. The meeting is available for viewing online: http://westlinn.granicus.com/MediaPlayer.php?view_id=2&clip_id=368.

In addition, staff presented an overview of the project to the Council at a work session on February 4, 2013. The work session is available for viewing online: http://westlinn.granicus.com/MediaPlayer.php?view_id=2&clip_id=338&meta_id=12901.

The City is excited about this project, which aligns the City's vision for this area to move forward directly with Metro's Regional Framework Plan.

Sincerely,

Chris Jordan
City Manager

Cc: Gerry Uba, Metro
Paulette Copperstone, Metro
Gail Curtis, ODOT

Attachments:

1. Resolution 2013-03

RESOLUTION NO. 2013-03

A RESOLUTION OF THE WEST LINN CITY COUNCIL INDICATING ITS SUPPORT TO APPLY FOR A METRO CONSTRUCTION EXCISE TAX (CET) PLANNING GRANT

WHEREAS, in 2006 the Metro Council established the CET to provide funding to local governments for regional and local planning; and,

WHEREAS, Metro seeks to demonstrate best practices in planning and development, achieve regionally significant outcomes, reduce greenhouse gases; and,

WHEREAS, Metro seeks to support further development in town and regional centers, transportation corridors and employment areas that will result in on-the-ground development within five years; and,

WHEREAS, the Arch Bridge/Bolton area is designated as a Metro town center; and,

WHEREAS, the City Council supports the Metro Council's established regional development goals and outcomes, including sustainability practices; and,

WHEREAS, the City Council Priorities for 2013 call for initiating the development of a Master Plan and Implementation Strategy for the Arch Bridge/Bolton area and securing grant funding.

NOW, THEREFORE, THE CITY OF WEST LINN RESOLVES AS FOLLOWS:

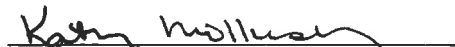
SECTION 1: The City shall prepare and submit a CET Grant application to Metro by April 18, 2013, to develop a Master Plan and Implementation Strategy for the Arch Bridge/Bolton center.

This resolution was PASSED and ADOPTED this 8th day of April, 2013, and takes effect upon passage.

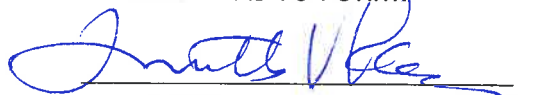


JOHN KOVASH, MAYOR

ATTEST:


KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:


CITY ATTORNEY

City of West Linn
Arch Bridge/Bolton Center Master Plan and Implementation Strategy
Metro Community Development and Planning Grant

Project Narrative

April 18, 2013

a. Project Description

The City requests funding to create a master plan and implementation strategy for the Arch Bridge/Bolton area, which is designated as a Town Center in the Metro 2040 Growth Concept, to facilitate redevelopment that will enhance the community's livability, economic vitality and yield a better jobs to housing balance.

In addition to development of a master plan and implementation strategy for this area, the CET grant would enable completion of a critical gap in the OR 43 Design Plan, an adopted multi-modal plan, which terminates at Hood Street rather than extending the remaining ½ mile to the Arch Bridge linking West Linn to Oregon City. The proposed master plan project would include analysis of the following:

- Center boundaries
- Existing and potential land uses
- Economic and market conditions
- Opportunities and incentives for mixed-use, pedestrian friendly, and transit-supportive development
- Regulatory barriers to mixed-use, pedestrian friendly, and transit-supportive development
- Accessibility for non-automobile modes of travel
- Physical constraints and opportunities
- Alternatives to the type, location, scale, and character of infill/redevelopment including public spaces, potential street modifications, and enhancement to the public realm.

The result would be a master plan for the area that delineates the type, scale, and intensity of appropriate land uses, including the location and type of public spaces and amenities. It would also provide for street alignments and configurations that facilitate pedestrian, bike, and vehicular access, and make better use of the current excess public right-of-way in the Arch Bridge area. Key project components include the plans for redevelopment of the underutilized West Linn Paper Company parcel adjacent to the Arch Bridge, the reuse of the current Police Station building (the City is constructing a new police station in the Willamette neighborhood that will open in 2014), and the redevelopment of the former Blue Heron paper mill in Oregon City, which will directly impact this area as it lies on the other side of the Arch Bridge. This plan would also allow for increased connectivity for non-SOV modes of transit, including a river trail/esplanade that would connect the Bolton and Willamette neighborhoods.

The implementation strategy would identify and prioritize funding and economic development strategies, catalytic public investments, public-private partnerships, and amendments to City plans and codes that would enable and spur appropriate new development.

b. Project Site Description

Land Use

The Arch Bridge/Bolton Center is located at the intersection of Highway 43 and Willamette Falls Drive. It is bisected by the I-205 freeway, including the ramps for the Highway 43 West Linn/Lake Oswego interchange. It is bounded by Buck Street to the north, residential neighborhoods to the east of Highway 43, the Willamette River and the West Linn Paper Company property to the south, and West A Street on the west. The preliminary boundary of the center is consistent with the Bolton Center identified on the Metro 2040 Growth Concept map.

Land uses in the 188 acre area are varied. Commercial areas total 32 acres and are located on Highway 43 from Central Village south to the Arch Bridge. This includes scattered smaller commercial strips and formerly residential properties with commercial uses. The areas surrounding Highway 43 are predominantly residential with varying densities. Residential uses total 130 acres. I-205 and its right-of-way comprise 21 acres.

Transportation

The center includes the intersections of some of the City's busiest roads and the interchange of I-205 and OR 43, a high-volume ODOT controlled roadway. In 2010, approximately 10,000 vehicles used the interchange to travel northbound on I-205 and nearly 10,000 exited from southbound I-205. I-205 itself has 90,000 AADT. On OR 43, the section north of the I-205 interchange had 23,000 AADT in 2010 and the Arch Bridge had 12,700 AADT in 2010. For more recent years, the closure and rehabilitation of the Arch Bridge in 2011-2012 alter these numbers significantly.

Historic and Cultural Resources

Significant natural and cultural resources are present nearby, to the south of the Arch Bridge. Willamette Falls is the second largest waterfall by volume in the United States. The Willamette Falls Heritage Area Coalition is seeking national and state heritage area status for the area around the falls. The area was settled by pioneers early in Oregon's history and they capitalized on the area's potential for industrial development building a mill, locks, and hydroelectric plant. The mill continues to operate today as the West Linn Paper Company. The Willamette Falls Locks are listed on the National Register of Historic Places and were operational until two years ago when they were placed in caretaker status by the Army Core of Engineers. Since then, the National Trust for Historic Preservation has identified them as a National Treasure. PGE continues to operate the T.W. Sullivan Plant, which is the oldest hydroelectric plant west of the Mississippi. The City takes great pride in its early industrial heritage, but is seeking a way to provide increased access and visibility to the river and falls that are surrounded by ongoing industrial enterprises. These areas lie just outside the proposed project boundary and the proposed esplanade linking the Arch Bridge/Bolton center and the Willamette neighborhood would provide at least visual access to these features while promoting and protecting adjacent enterprises.

Demographics

Within the preliminary Center boundary there are approximately 1,100 residents and 420 housing units, and within ¼ mile of the project boundary (extending into the Oregon City regional center) there are approximately 1,100 housing units and 2,600 residents. West Linn has a median household income of \$92,342, a median household size of 2.54, and a median age of 43.5. Generally, the study area is demographically representative of West Linn.

c. Project Background

This Arch Bridge area is the gateway to West Linn from Oregon City and it has the potential for the most dramatic positive change in West Linn given numerous factors:

- Excellent transportation accessibility
- Broad community support for redevelopment as a town center in recent plans
- Political readiness with economic development as a City Council priority in 2012-3.
- Views of the Willamette River and Falls
- Proximity to the regional center in Oregon City with potential symbiotic relationship
- Significant local and regional investments in the area
 - Recently completed \$15 million rehabilitation of the Arch Bridge between West Linn and Oregon City.
 - Passage of a 2011 City bond measure approval for the construction of a new Police Station. The current station, at the base of the Arch Bridge, will be available for reuse in 2014.
 - Across the bridge, Oregon City recently completed \$2.4 million in streetscape improvements in their downtown, which is a regional center.
 - \$300,000 in available parks bond and SDC funding for development of a river trail extending from Willamette Park to the Arch Bridge/Bolton center.
- Redevelopment opportunities and major property owner support
 - The West Linn Paper Company, owner of a significant amount of redevelopable commercial land near the Arch Bridge, is actively seeking to reconfigure their site to maximize the use and value of their property located in the study area and is interested in working with the City.
 - Oregon City and other organizations' investments in the former Blue Heron mill site.

These factors underlie the importance of having a plan in place to guide the redevelopment of the study area on the West Linn side of the Arch Bridge. The City is seeking to realize the potential of the area, complement plans for the redevelopment of the former Blue Heron mill across the river, and avoid independent actions that may foreclose preferred redevelopment options for the area.

The City has worked on three recent planning efforts in the area: Imagine West Linn (2008), which envisions redevelopment of the area as a vibrant town center (<http://westlinnoregon.gov/planning/imagine-west-linn-0>); West Linn OR 43 Conceptual Design Plan (2008) a multi-modal plan for much of Highway 43 in West Linn, (<http://westlinnoregon.gov/planning/highway-43-conceptual-design-plan>); and the 2011 Highway 43/Willamette Falls Drive Vision and General Feasibility Assessment (Highway 43 Vision). As part of the latter project, City staff and consultants (Crandall Arambula) worked with the community to develop the vision (<http://westlinnoregon.gov/vision/draft-concept-vision>) through a survey, neighborhood meetings, and a community workshop attended by 150 people. The Highway 43 Vision identified several discrete projects, including the master plan for the Arch Bridge-Bolton area that provides for a walkable neighborhood center around Bolton's Central Village and a regional center, essentially an extension of the Oregon City regional center, in the area near the Arch Bridge. Planning staff presented options for implementing the Highway 43 Vision to the City Council in early 2012 (Attachment 1) but there was not sufficient funding to proceed.

d. Evaluation Criteria

Expected Development Outcomes

a. The West Linn Paper Company has indicated that it is interested in maximizing the use of its property, particularly underutilized parcels adjacent to the river and just to the west of the Arch Bridge. The relocation of the Police Station in 2014 will result in additional space for reuse. The redevelopment of this gateway area has the potential to create a “center” for West Linn where one is lacking due to historic industrial development and the I-205 freeway. The expectation is that the center would be accessed by transit and contain pedestrian amenities, substantial employment, relatively high density housing, a gateway to the city, a heritage tourism attraction, and enhanced opportunities to view the Willamette River and Falls.

b. & c. It is likely that development permits would be issued within 2-5 years of the completion of this grant. The West Linn Paper Company is currently assessing its options to determine how it can consolidate its footprint and maximize the value of its land. The Police Station will be vacated in 2014, making its historic building and associated parking available for reuse. Changes to West Linn’s plans and codes near Bolton’s Central Village development could result in infill development providing more jobs and housing on adjacent properties.

d. The Highway 43 Vision signifies the community’s readiness for change in the Arch Bridge/Bolton Center. The proposed Arch Bridge and Bolton centers were overwhelmingly supported by a majority of attendees at the community workshop held as part of the Highway 43 Vision process. Eighty-one percent of attendees supported the Arch Bridge Center and 93% supported the Bolton Center. In addition, nearly 90% supported protected bikeways on Highway 43 and an esplanade near the Willamette River linking the Arch Bridge Center with the Willamette neighborhood.

The existing transportation infrastructure is not conducive to support future development and the existing urban form does not provide for strong redevelopment opportunities. A primary purpose of the plan would be to look at alternatives that would provide for a better development pattern and urban form. There has been a community desire for years to establish a “center” to replace and build on what was lost with the construction of I-205. Approximately four acres would be available for redevelopment on the southwest side of the Arch Bridge. There are several additional acres of underutilized land and right-of-way along Highway 43 and adjacent to the river that also have the potential for redevelopment.

Central Village was expanded and remodeled in 2006. This area is also home to the West Linn Library and Post Office. Property owners in this area recognize the potential for additional jobs and housing here and a plan for this area that retains its character while allowing for additional infill, jobs, and housing will be favorably received.

e. The City is the applicant and will act as the project manager. Staff has had discussions with ODOT, PGE, and the City of Oregon City. The City of Oregon City is supportive of development at the west end of the Arch Bridge and West Linn’s application for a CET grant. Please see the attached letters of support (Attachment 2) from the City of Oregon City, West Linn Paper Company, Willamette Falls Heritage Area Coalition, Willamette Falls Heritage Foundation and Bernard Hartung and Donna Gelderman for additional information.

Evaluation Criteria - Regionally Significant

a. *People live and work in vibrant communities* – The Highway 43 Vision calls for walkable centers that meet the neighborhood’s routine needs and provide jobs, a range of housing types, and other amenities that are connected by complete streets with a protected bikeway. Further development of the concepts

in the Highway 43 Vision will provide for an increase in the opportunities for residents to walk for pleasure and to meet their daily needs. West Linn is attractive to families and, consistent with overall population trends, its over 55 population is increasing. The proposed plan would provide for additional density and amenities in close proximity to residences, which would be desirable for both of these groups. In addition, the proposed plan would seek to improve the jobs-housing balance within the City, Oregon City, and other adjacent communities.

b. Residents benefit from the region's sustained economic competitiveness and prosperity – Planning efforts in this area are highly likely to result in development that increases the jobs, retail, and housing available in West Linn. This will benefit existing and future residents, add to the region's sustained economic competitiveness and prosperity, and provide a better jobs-housing balance.

c. Safe and reliable transportation choices – The Highway 43 Vision provides for complete streets that will increase the safety of commuters through this high volume area. The proposed plan can further develop these concepts that are a real concern for residents that travel between neighborhoods to the north and south of the freeway, both in vehicles and via other modes of transportation.

d. The region is a leader in minimizing contributions to global warming – The Highway 43 Vision calls for complete streets and the proposed plan would further develop this approach. The OR 43 Design Plan provides for multiple modes of transit and the proposed plan would continue these elements through to the Arch Bridge and nearby areas. A complete center with good bicycle, bus and pedestrian access, and a range of housing types would enable fewer and shorter trips to meet routine household needs. In addition, more jobs and housing would enable residents to work closer to home. All of these would result in lower greenhouse gas emissions.

e. Current and future generations enjoy clean air, clean water, and healthy ecosystems – The proposed plan would seek to provide increased access for people to enjoy and view the river and falls. Access to the river is limited and street or trail improvements could provide for safer passage through the area. Resulting development would seek to protect, if not improve upon, the area's existing ecosystems.

f. The benefits and burdens of growth and change are distributed equally – This project has the potential to unite and redevelop a center for West Linn. With regional growth, the city became a bedroom community for workers in Portland and other nearby communities. This growth was suburban in nature and this project has the potential to alter that pattern of development and create additional jobs and retail in West Linn, both of which are low in relation to the total population, and provide for additional housing at a density greater than that of the City as a whole.

Location

The proposed project would facilitate the redevelopment of the Metro 2040 Growth Concept designated Bolton Center. The project would include determining precise boundaries for this center, which currently extends along Highway 43, roughly from the Bolton Fire Station to the Arch Bridge, and includes the existing Central Village Shopping Center. It is bounded by residential development to the east and west and the Willamette River to the south.

Best Practices Model

A key challenge for the City in redeveloping this site, shared by other suburban communities in the area, is how to overcome existing development patterns and constraints in a desirable location to create an economically vibrant area that provides a community focus and identity. This location in West Linn provides an opportunity to plan for a pedestrian and transit-friendly environment in a challenging location. The center is bisected by a freeway, has a high-volume state highway passing through its

center, and is near 140 year old industrial development. In the future, the City would be willing to share this information in a variety of ways including through the project website, presentations, and other documents as desired. Elements that are developed for this project in West Linn could be applied elsewhere in the region.

Leverage

The proposed planning grant will leverage outcomes across jurisdictions and create opportunities for additional private and public investment. The Oregon City regional center is located just across the Arch Bridge and Oregon City's continued downtown efforts plus anticipated planning efforts on the former Blue Heron mill site are likely to create spillover effects in West Linn. Development in West Linn would provide the same benefit to Oregon City. West Linn is a popular choice for new construction, and as the City becomes increasingly developed, opportunities for redevelopment will be seen more favorably.

Matching Fund/Potential

Staff time will serve as an in-kind match for the project. This is detailed in the attached Budget Narrative.

Equity

The City has not previously applied for or received a CET grant. As of December 31, 2012, and since the inception of the tax, permits in West Linn generated \$229,852.49. The proposed plan and strategy are likely to result in additional permits and development plans.

Public Involvement

An advisory committee, comprised of members from City advisory boards, adjacent property owners, and the community at-large, will guide the project. The general public will have the opportunity to participate through a web-based survey early in the process and a community workshop to review the preliminary design alternatives. The process will also include two check-in meetings with the City Council. A hearing process is required for the adoption of the plan, requiring additional review by the City's Planning Commission and City Council. This will provide additional opportunity for public comment.

e. Collaborations

Staff has discussed the opportunity with the West Linn Paper Company and other adjacent property owners and they are interested in the project, although not at the level of a partner. The City owns a small parcel where the existing Police Station is located.

f. Proposed milestones and deliverables

Task I – Existing Conditions Analysis (3 months)

Following the execution of the IGA, staff will select a consultant for the project. The consultant will meet with staff, collect background information, perform an analysis of existing physical, environmental and market conditions, prepare an opportunities and constraints analysis, and meet with the advisory committee.

Task II – Design Alternatives (6 months)

Staff and the consultant will develop and conduct a web-based survey. The consultant will work with staff to develop and analyze land use and circulation concepts and design options, hold a community workshop, meet with the advisory committee twice, refine the land use and circulation concepts, prepare a draft plan, and check-in on the project with the City Council.

Task III – Implementation Strategy (7 months)

The consultant would develop an implementation strategy, list of catalyst projects with cost estimates, assess public-private partnerships, prepare necessary amendments to City plans and codes, and meet with the advisory committee.

Task IV – Adoption (2 months)

Following review by the Planning Commission and City Council, the final plan and implementation strategy will be adopted by the Council.

g. Project Management

The project manager for the application is:

Chris Kerr, AICP
Economic Development Director
City of West Linn
22500 Salamo Road
West Linn, OR 97068
(503) 723-2538
ckerr@westlinnoregon.gov

Supplemental Attachments

1. Highway 43 Implementation Options
2. Letters of support
3. Vicinity map
4. Site map
5. Photos

ATTACHMENT 1 POSSIBLE IMPLEMENTATION APPROACH FOR THE HIGHWAY 43/WILLAMETTE FALLS DRIVE CONCEPT VISION (PHASE II)							
Concept Vision Component	Support at Workshop	Possible Next Steps	Rough Cost /Staffing	Recommendation	Priority	Council Direction	
						Yes/No	Priority
Centers <ul style="list-style-type: none">Willamette Center (see Attachment 1, pages 8-9)	70 Yes/6 No	A plan to provide for appropriate infill development and coordinated streetscape amenities to enhance the commercial area as a destination, tie the old and new areas together, address traffic issues, and potentially provide for housing within walking distance of the commercial area could be accomplished with comprehensive plan, zoning code and Transportation System Plan (TSP) amendments and new design guidelines. Alternatively, an analysis could be done using renderings or computer simulations to explore the options for the location and scale of infill commercial and residential development, public spaces prior to amending the comprehensive plan and code.	\$30,000-\$80,000 plus 1 FTE staff	Start in 2013	Staff –6 PC -		
<ul style="list-style-type: none">Arch Bridge Center (see Attachment 1, page 10)	67 Yes/16 No	This area has the potential for the most dramatic positive change in the corridor. Potential redevelopment of the Arch Bridge area is best explored through an alternatives analysis using renderings or computer simulations to identify potential street modifications, the location, scale and character in infill development and public spaces. A public process would be used to test the desirability and feasibility of the alternatives. This effort would yield a master plan that would provide the basis for amending the comprehensive plan, zoning code and drafting design guidelines. It would be best to perform this work in conjunction with the TSP update.	\$100,000 plus .5 FTE staff	Start in 2013 . Plan for the Arch Bridge and Bolton area together. Start in 2012 if there is not sufficient support for a Robinwood center plan (see below).	Staff -5 PC-		
<ul style="list-style-type: none">Bolton Center (see Attachment 1, page 11)	75 Yes /6 No	A plan to provide for appropriate infill development and streetscape amenities could be addressed with comprehensive plan, zoning code and TSP amendments and new design guidelines. Alternatively, an analysis could be done using renderings or computer simulations to explore the options for the location and scale of infill commercial and residential development, public spaces, and streetscape improvements. In that case, comprehensive plan and zoning code amendments and design guidelines would follow.	\$80,000 plus .5- 1 FTE staff				
<ul style="list-style-type: none">Robinwood Center (see Attachment 1, page 12)	74 Yes/11 No	This area is undergoing change. Planning now would allow the community to shape the development that is likely to occur in the commercial area in the next few years with the addition of Wal-Mart. Minimally, design guidelines should be created to produce desired development character. This area would also benefit from a master plan derived through an alternatives analysis using renderings or computer simulations to explore the options for the location and scale of infill commercial and residential development, public spaces, streetscape improvements and a gateway to West Linn. This work is best done in coordination with the TSP update. Comprehensive plan and zoning code amendments and design guidelines would follow.	\$40,000-\$80,000 plus .5 FTE staff	In 2012 , check with residents and commercial property owners to see if there is support for planning for potential redevelopment as a center. If so proceed in 2012.	Staff –1 PC -		
Transportation related improvements Complete streets <ul style="list-style-type: none">Mobility and destination street designations that give higher priority to pedestrians and bicyclists in centers improve traffic flow on Highway 43 and Willamette Falls Drive outside of centers.<ul style="list-style-type: none">- Mobility segments (see Attachment 1, page 14)- Destination segments (see Attachment 1, page 16)	Average: 59 Yes/15 No 64 Yes/13 No	The transportation related components of the concept vision could be addressed through the update of the TSP expected to be undertaken in 2012-2013. The TSP update would involve a design process to create and evaluate alternatives through a public process and to ensure that each element could be accommodated in context. (The City sought but did not receive a grant to perform a TSP update in 2011, reportedly due to a state funding shortfall. Staff intends to reapply during upcoming funding cycle. Grant awards will be made in July, 2012).	\$100,000 and .3 FTE staff	Start in mid-2012 as part of the TSP update.	Staff –4 PC -		
<ul style="list-style-type: none">Protected bikeways (see Attachment 1, page 18)<ul style="list-style-type: none">- Highway 43- Willamette Falls DriveSafe pedestrian crossings in key locationsTransit improvements –improved stops and service	79 Yes/10 No 73 Yes/14 No						

Concept Vision Component	Support at Workshop	Possible Next Steps	Rough Cost /Staffing	Recommendation	Priority	Council Direction	
						Yes/No	Priority
Riverfront improvements along Willamette Falls Drive section <ul style="list-style-type: none">Esplanade (see Attachment 1, page 20)	78 Yes/9 No	In coordination with the TSP and Master Trail Plan and building upon the 2005 Willamette River Trail Plan, staff and consultants would refine the esplanade concept. We would explore with representatives from the mill, PGE, and the future Blue Heron owners the possibility of eventual access through their properties, test the desirability and feasibility of various alignments and access points, and work with the community to decide on the alignment. The Phase II product could be a typical esplanade cross section and alignment and identification of key trail features/view points to guide acquisition of easements. Design could wait until implementation was pending. The Parks Department currently has approximately \$200,000 set aside for a riverfront trail in this area. These funds could potentially be supplemented with grant funds if easements are secured.	.3 FTE. and \$25,000	In 2012 , secure an appropriate easement for the esplanade through the Blue Heron site and the adjacent West Linn Paper parcels. Establish the esplanade alignment and secure other needed easements as possible and finalize the design the when funding for implementation is available.	Staff –2 PC -		
<ul style="list-style-type: none">Blue Heron site (see Attachment 1, page 21)		Comprehensive plan and zoning code amendments could be done to establish appropriate zoning for the Blue Heron site and potentially adjacent properties that provides for an acceptable range of uses and prohibits undesirable uses.	.3 FTE	In 2012 , rezone the Blue Heron site and adjacent property as appropriate.	Staff –3 PC -		
<ul style="list-style-type: none">Potential overlooks along Willamette Falls Drive (i.e., at the recycling center and/or bus garage).		Evaluate the potential of reuse of the recycling center and discuss options for the bus garage with the property owners. Develop site plans as appropriate.	?	Coordinate with esplanade planning	Staff –7 PC -		



Doug Neeley, Mayor

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7026

April 9, 2013

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Oregon City and West Linn's CET Grant Proposals

Dear Ms. Bennett,

The City of Oregon City supports the City of West Linn's application for a Metro Community Planning and Development Grant to plan for redevelopment in the Arch Bridge/Bolton Center. Oregon City recognizes the close connection between these communities and the mutually beneficial aspects that planning and development can provide. The recent rehabilitation and reopening of the Arch Bridge makes this an ideal time to strengthen the connections between the two communities.

Planning and redevelopment at the west end of the Arch Bridge would provide for a number of benefits to Oregon City. It would establish a gateway to West Linn from Oregon City and more closely tie the communities together. Redevelopment could increase the visibility and accessibility of the Willamette River and Falls, thus increasing the area's appeal as a tourist destination. Changes in this area would also provide a benefit to Downtown Oregon City in the form of potential residents, employment, and visitors. In addition, this project supports our work in the redevelopment of the former Blue Heron property.

We look forward to working with you. Please let us know how we can be of further assistance.

Sincerely,

Doug Neeley
Mayor



April 15, 2013

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: West Linn's CET Grant Proposal for Arch Bridge/Bolton

Dear Ms. Bennett,

The West Linn Paper Company fully supports the City of West Linn's application for the Metro Community Planning and Development CET Grant. If appropriately planned for, a Master Plan for the area would serve our long term interests. In particular, our company is actively seeking to better utilize the property it owns south of the Highway 43 - Mill Street intersection and behind the West Linn Police Station, and is committed to cooperate with the City to explore alternative options for the reconfiguration or rerouting of the truck traffic that is required for pulp delivery and the shipping of our finished paper products. We have already spent approximately \$4,000 in engineering to study alternate access routes.

Our company reopened the mill in this location 15 years ago. Today we are the City's largest private employer with approximately 250 employees. The over 100 employees who work at the mill each day depend on these jobs to support their families. We are the only manufacturer of coated free sheet paper west of the Mississippi and make over 700 tons per day.

We recognize the opportunity that the relocation of the City's police station, the rehabilitation of the Arch Bridge, and the closure of the Blue Heron Paper Company offer both West Linn and Oregon City. We are open to creative and responsible plans for redevelopment around and perhaps on our property, particularly if such comprehensive plans create a thriving city center with jobs, housing and tourism, provided that such plans complement and enhance the mill's long term viability and the family wage jobs it supports. A center of this kind this would not only bolster economic activity in the region, but also connect the community to its history.

Please let us know if we can be of further assistance.

Sincerely,

Brian Konen
Chief Executive Officer

Cc: Chris Kerr, Economic Development Director
City of West Linn



WILLAMETTE FALLS HERITAGE AREA COALITION

April 1, 2013

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: West Linn's CET Grant Proposal for Arch Bridge/Bolton

Dear Ms. Bennett,

On behalf of the Willamette Falls Heritage Area Coalition (WFHAC), I want to express our organization's support for the City of West Linn and its application for a Metro Community Planning and Development Grant. WFHAC is composed of public, private, and nonprofit partners, including the City of West Linn, that share a common passion for the Willamette Falls area, its cultural heritage, its economic revitalization, and the experiences of visitors to the Falls area from near and far. West Linn's intentions to plan for redevelopment in the Arch Bridge/Bolton Center align with our vision to protect, enhance, and share the unique and special resources in the Willamette Falls Heritage Area.

As you know, heritage conservation and promotion efforts are grounded in a community's pride in its history and traditions as well as in residents' interest and involvement in interpreting the landscape for future generations. The planning and redevelopment proposed by the City of West Linn respects the heritage area designation and meets crucial economic needs for the community and the region. We support their efforts to plan and develop a thriving city center that will bring tourism and jobs to West Linn, benefitting residents, contributing to a sense of identity, and helping WFHAC and its partners achieve our vision for the region.

Thank you for your consideration of this significant proposal.

Sincerely,

Alice Norris
President



*Willamette Falls
Heritage Foundation*

P.O. Box 635, West Linn, OR 97068
www.willamettefalls.org

April 2, 2013

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: West Linn's CET Grant Proposal for Arch Bridge/Bolton center

Dear Ms. Bennett,

The Willamette Falls Heritage Foundation (WFHF) supports the City of West Linn's application for a Metro Community Planning and Development CET Grant to plan for redevelopment in the Arch Bridge/Bolton center. The WFHF's mission is to preserve and promote the magnificence and history of the Willamette Falls so that it may live in the minds and imaginations of people of all ages. Responsible planning and development of the areas surrounding Willamette Falls can only serve to further our mission.

WFHF encourages the City of West Linn's plans to increase the visibility and accessibility of the Willamette River and Falls and welcomes redevelopment that highlights the historical and cultural significance of the site. We support investment that protects and promotes community assets such as the Willamette Falls Locks. Although temporarily closed, the Locks are the oldest continually operating multi-chambered canal and navigation lock system in the United States. Redevelopment of the Arch Bridge/Bolton area would raise the profile of the area as a destination for locals and tourists alike, in turn helping to support our public education and heritage-related programs. These programs allow WFHF to achieve its goals of increasing public involvement in preservation, building heritage partnerships and enriching the quality of life of Oregonians. Redevelopment of the Arch Bridge/Bolton center can also complement the preservation activities underway in old town Oregon City and the revisioning prospects for the Blue Heron site in Oregon City.

Please consider supporting the City of West Linn in their efforts to meet the local need for a thriving and historically-relevant center and the regional need for a healthy economy. Thank you for your time and let me know if we can be of further assistance.

Sincerely,

James Mattis
President, WFHF

Cc West Linn City Council

April 8, 2013

2013 APR 12 AM 8 38

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: West Linn's CET Grant Proposal for Arch Bridge/Bolton center

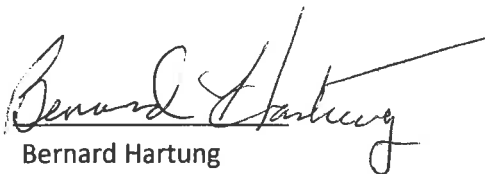
Dear Ms. Bennett,

As the owners of several properties along Territorial Drive, which lies under and around the Arch Bridge, we fully support the City of West Linn's application for a Metro Community Planning and Development Grant to plan for redevelopment in the Arch Bridge/Bolton area. This area has been underutilized and underserved for many years and we believe that a Master Plan results in greater economic vitality will enhance everyone's property values and greatly benefit the entire City.

We are excited about the City's desire to create a plan that would improve access for our residents, both walking and driving, and that could provide additional residents and businesses in the area.

Thank you for your consideration of their grant proposal.

Sincerely,


Bernard Hartung

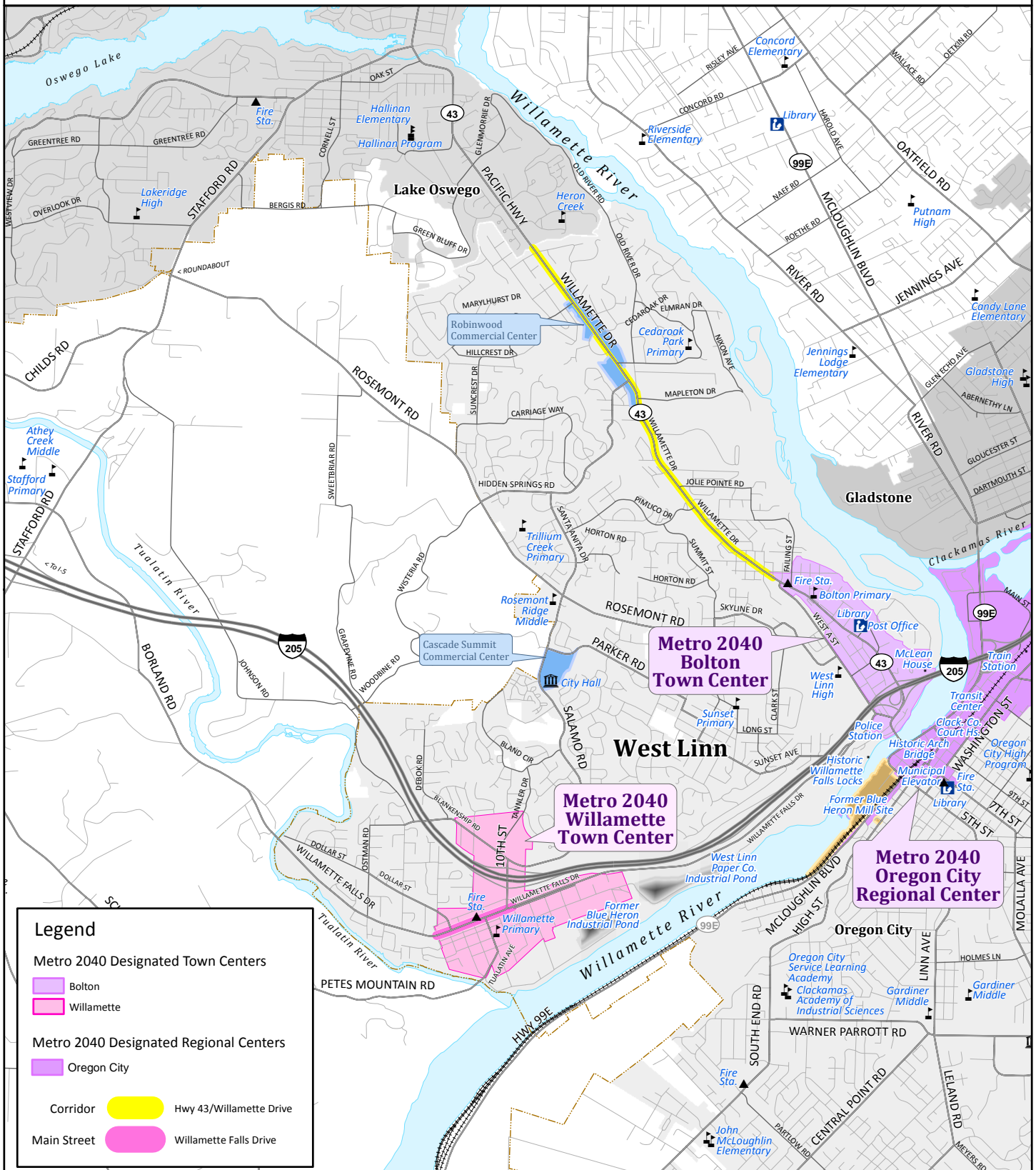

Donna J. Gelderman

CC: Chris Kerr, Economic Development Director, City of West Linn

APRIL 2013



Arch Bridge/Bolton Center Vicinity Map



Legend

Metro 2040 Designated Town Centers

- Bolton
- Willamette

Metro 2040 Designated Regional Centers

- Oregon City

- Corridor Hwy 43/Willamette Drive

- Main Street Willamette Falls Drive

Map & Overlays Developed by West Linn Planning and GIS

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

0 0.25 0.5 1
Miles

Map Created: 4/15/2013

LOC: G:\PROJECTS\GIS\HWY43\GRANT_APP_2013_BOLTONCENTER\BOLTONCENTER_VICINITYMAP_201304.MXD | KAH

West Linn
GIS
GEOGRAPHIC INFORMATION SYSTEMS

APRIL 2013



Arch Bridge/Bolton Center Site Map



Map & Overlays Developed by West Linn Planning and GIS

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

0 0.125 0.25 Miles

Map Created: 4/12/2013

LOC: G:\PROJECTS\GIS\HWY43\GRANT_APP_2013_BOLTONCENTER\BOLTONCENTER_SITEMAP_201304_AERIAL_V2.MXD | KAH

West Linn
GIS
GEOGRAPHIC INFORMATION SYSTEMS

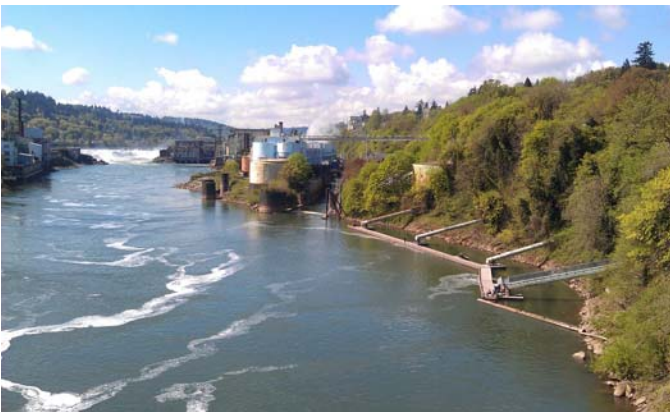
Arch Bridge/Bolton Center Area Photos



Willamette Falls viewed from the West Linn Paper Company



Buena Vista ferry traveling through the Willamette Falls Locks in 2011.



View from the Arch Bridge towards Willamette Falls



Recently rehabilitated Arch Bridge



Entrance to West Linn from Oregon City



Existing Police Station that will be vacated in 2014



Existing residential development



Existing residential development



Highway 43 and I-205 interchange



Commercial development on Highway 43



Central Village development



Central Village development

City of West Linn
Arch Bridge/Bolton Center Master Plan and Implementation Strategy
Metro Community Development and Planning Grant

Budget Narrative

April 18, 2013

The City has made economic development and the proposed plan City Council priorities in 2013. The City anticipates the cost of the master plan and implementation strategy to be \$300,000 and that it will be completed in a period of 18 months. The City is requesting \$220,000 for the master plan, with a City match of \$80,000 for staff time and direct costs (1.6x) as an in-kind cost.

The City plans to complete the majority of the project through consultant services with assistance from staff, primarily economic development and planning staff. Significant public outreach is planned utilizing an advisory committee to guide the project, a community workshop to evaluate alternatives, and work sessions with the City Council.

A. Applicant Personnel

Economic Development (Economic Development Director – \$76/hr, 510 hours, \$38,728)

The Economic Development Director, formerly the City's Senior Planner, will have the primary role in overseeing the project including consultant selection and management, project management, and coordination with the public and elected officials.

Planning (Planning Director \$81/hr, 77 hours, \$6,237; Associate Planner \$48/hr – 480 hours, \$23,019)

The Planning Department will have a secondary role in the project, including research and analysis, coordination with consultants on the development of alternatives, community involvement, preparation of design and development standards, and review of the draft and final products.

Administrative (Administrative Assistant – \$44/hr, 70 hours, \$3,084)

Administrative assistance for document and meeting preparation, scheduling, and other daily activities.

Engineering (Public Improvement Program Manager – \$63/hr, 37 hours, \$2,331)

Technical review of preferred alternatives and plans.

Finance (Manager - \$75/hr, 40 hours, \$3,000)

Technical review of estimates, funding options, feasibility assessment, and plans.

Legal (Assistant City Attorney – \$80/hr, 45 hours, \$3,600)

Legal review of development standards and related plan amendments.

B. Consultant*Task I – Existing Conditions Analysis (\$32,000)*

Following the execution of the IGA, staff will select a consultant for the project. The consultant will meet with staff, collect background information, perform an analysis of existing physical, environmental and market conditions, prepare an opportunities and constraints analysis, and meet with the advisory committee.

Task II – Design Alternatives (\$98,000)

Staff and the consultant will develop and conduct a web-based survey. The consultant will develop and analyze land use and circulation concepts and design options, hold a community workshop, meet with the advisory committee twice, refine the land use and circulation concepts, prepare a draft plan, and hold check-in meetings with the City Council as necessary.

Task III – Implementation Strategy (\$84,000)

The consultant would develop an implementation strategy, with a list of catalyst projects with cost estimates, assess public-private partnerships, prepare necessary amendments to City plans and codes, and meet with the advisory committee. In addition, the final plan and implementation strategy will be reviewed by the Planning Commission and adopted by the City Council.

Task IV – Adoption (\$6,000)

Following review by the Planning Commission and City Council, the final plan and implementation strategy will be adopted by the Council.

C. Overhead/indirect costs

The City is not requesting funding for indirect costs that would be associated with the project.

D. Line Item Budget

Attached.

E. Statement of Matching Funds

Attached.

Project Budget

		Consultant	City In-Kind
Task 1	Existing Conditions Analysis		
1.1	Project team meeting and on site orientation	\$4,500	\$2,043
1.2	Collect background information	\$6,000	\$1,460
1.3	Review, inventory, and perform baseline analysis	\$9,000	\$2,008
1.4	Opportunities and constraints analysis	\$8,000	\$2,642
1.5	Advisory committee meeting #1	\$4,500	\$847
	Subtotal	\$32,000	\$9,000
Task 2	Design Alternatives		
2.1	Web-based community survey	\$1,000	\$2,122
2.2	Develop and analyze land use and circulation concepts and design options	\$26,000	\$3,963
2.3	Community workshop	\$11,000	\$7,205
2.4	Advisory committee meeting #2	\$6,000	\$1,036
2.5	Refine preferred land use and circulation concept and design option	\$20,000	\$4,625
2.6	Prepare draft master plan/"build out" scenario	\$22,000	\$2,885
2.7	Advisory committee meeting #3	\$6,000	\$948
2.8	City Council Work Session #1	\$6,000	\$2,216
	Subtotal	\$98,000	\$25,000
Task 3	Implementation Strategy		
3.1	Develop draft implementation strategy and action plan with catalyst projects identified	\$15,000	\$4,493
3.2	Develop cost estimates for catalyst projects	\$5,000	\$5,291
3.3	Prepare design and development standards and recommend next steps for regulatory updates	\$15,000	\$6,810
3.4	Advisory committee meeting #4	\$6,000	\$1,080
3.5	Develop list of funding options	\$3,000	\$4,537
3.6	Assess feasibility of options	\$9,000	\$4,807
3.7	Prepare draft implementation strategy report	\$6,000	\$4,898
3.8	Advisory committee meeting #5	\$6,000	\$1,080
3.9	City Council Work Session #2	\$6,000	\$2,382
3.10	Final master plan/"build out" scenario and implementation strategy report	\$13,000	\$7,122
	Subtotal	\$84,000	\$42,500
Task 4	Adoption		
3.11	Adopt master plan and implementation strategy report	\$6,000	\$3,500
	Subtotal	\$6,000	\$3,500
	Total	\$220,000	\$80,000

F1 - Project Budget Form

	Financial Match	InKind Match	CET Grant Request	TOTAL
Personnel Costs				
Task 1: Existing Conditions Analysis				
Agency staff		9,500		9,500
Consultants			32,000	32,000
Task 2: Design Alternatives				
Agency staff		24,500		24,500
Consultants			98,000	98,000
Task 3: Implementation Strategy				
Agency staff		42,500		42,500
Consultants			90,000	90,000
Task 4: Adoption				
Agency staff		3,500		3,500
Consultants				

	Financial Match	InKind Match	CET Grant Request	TOTAL
Other Costs				
Overhead/Indirect costs				0
Total for Other Costs				0

TOTAL PROJECT COSTS		80,000	220,000	300,000
----------------------------	--	--------	---------	---------

Community Planning and Development Grants Program
F2 - Match Form

Instructions: If your “Match Source” is a professional or technical service received as “In Kind,” use the market average or actual salary or bid for that individual or service. Use the “Notes” field to document methodology.

Match Source	Choose One		Choose One		Amount	Notes
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured		
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	
	<input type="radio"/> Financial	<input type="radio"/> In Kind	<input type="radio"/> Pending	<input type="radio"/> Secured	\$	

Total \$ _____